

VICTORIA REGATTA.

THIRD DAY, DECEMBER 19TH.

The racing to-day was all that could be desired; both wind and weather favouring the contestants. There was a fairly large attendance of spectators on the ship, but not so many as there would have been but for the sensational libel action proceeding in the Supreme Court, which proved a powerful counter attraction.

The first race was for the
FINAL HEAT in the Ladies' Purse. This was one of the finest races ever rowed over the Kowloon course. The boats went off at a good steady pace in a capital start. After a hard struggle for the "blue ribbon" Mr. J. M. de Robeck, with his rapidly increasing stroke, managed to forge Kornblum ahead, and held his lead to the end, winning by a short half-length. *Victoria* (Lord Kelburne) was a capital second; beating *Thistle* by a short quarter of a length. Time 15 min. 23 sec.

The race over, the launches drew alongside the flag-ship and their passengers repaired to the saloon, where Mrs. Turnbull presented Mr. de Robeck with the coveted trophy. In returning thanks the fortunate recipient said he had been proud to receive it for he felt that he had fairly earned it, having devoted much time to a thorough course of training.

The **GERMAN CUP** was the next event, and it turned out a very uninteresting contest owing to the *Victoria* (F. L. Jackson, stroke) having a walk-over; the *Shamrock* "heaving to" when off the Navy Yard. There is such a thing as "overdoing" it, and it was only too evident that Mr. Kennedy, the stroke of the *Shamrock*, had overdone both himself and his crew.

The last event of this year's eminently successful regatta was the eight-oared race, Club v. United Services, which was a grand treat for lovers of aquatic sport. The United Service crew went off with a spurt at the start and quickly placed a length between themselves and the Club boat. They then slowed down to a steady 40 per minute, which they maintained throughout, winning a well-earned race in the very commencement of the Club race, but made a game sport towards the end and thereby succeeded in reducing the defeat to about three lengths only.

The crews were constituted as follows:—

UNITED SERVICES.	CLUB.
1.—Stephenson.	1.—Duncan.
2.—Thorburn.	2.—Denison.
3.—Taylor.	3.—Manok.
4.—de Robeck.	4.—Lockhart.
5.—Cay.	5.—Friedrichs.
6.—Maclean.	6.—Saunders.
7.—Jackson.	7.—Skott.
8.—Henderson.	8.—Master.
Campbell (cox).	Caldwell (cox).

THE SAILING RACES.
(From one of the Sailing.)
FIRST DAY.

On Thursday the wind was wretched, and "sailing" was about as exciting as the excursion of the late Mr. Noah in his home made fishing junk.

In the half-decker race *Elfin*, through her better handling, made the most of the supposed wind, and led from start to finish. Took them all day to get there. *Hyak* second, *Kitten* third, and the other two out in the cold.

The open boat event consisted of three aspirants from the Sailing Home, *Victor*, *Emerald*, and *Imperial*. The last named kept behind until a fresh puff of wind came, when she got ahead. Unfortunately she went on a course not marked out by the committee, and was disqualified. Sailing Home ship got tired and went home without finishing.

SECOND DAY.

Four partly-decked boats started—the *Kitten*, *Pearl*, *Hyak*, and *Fat-ti*. The *Kitten* and *Hyak* got away first and kept the lead fairly well together for the whole time, the last named winning easily. The *Fat-ti* got ashore close to the north end of Stonecutter's Island, and spilt whatever chance she may have had.

The open boats had most fun, for the breeze was a full-blooded half gale at times, and sailing was something like a decent. Five start d, one being the inner on the first day, who was consequently allowed only to run for love. This was a pity, for at all points she showed her superiority, both in sailing properties of the boat and skilful handling. The *Imperial* six finished first after her, and won. Second, *L. Caver*.

As soon as the last race was over a course was steered for the V. R. C. Gymnasium, where Mrs. Barker distributed the prizes to the successful crews.

Mr. J. H. Stewart, Leckhart, in a brief and appropriate speech, thanked Mrs. Barker for graciously providing the prizes, and for her efforts for the regatta, which was heartily responded to. Major-General Digby Barker acknowledged the compliment on behalf of Mrs. Barker and complimented the club upon the success achieved and the admirable arrangements made for the comfort of the spectators on the *Kiuhang*. This was followed by three hearty cheers being accorded the Hon. Treasurer and Hon. Secretary of the V. R. C., which brought the 1891 regatta to an end.

A RIDE TO LITTLE TIBET.

BY THE REV. HENRY LANDELL, D.D., M.R.A.S., F.R.G.S.

V.

AKSU AND KASHGAR.

Aksu is a place of considerable antiquity. It appears in the Chinese annals, under the name of *Shan-shan*, as early as the Second Century, B.C., and some authors think it to be the "Avacava" mentioned three centuries later in the geography of Ptolemy. Hsien Tsiang, before crossing the Hsien Pass, stopped one night at the Kingdom of Phob-lu-kia, as the Eastern portion of Aksu in his day was called; whilst at the end of the Fourth Century, in connection with the wars of Tamerlane, Aksu is described as consisting of three castles, in communication one with another, and regarded by the inhabitants of the neighbouring provinces as an asylum in time of war. The Aksu district now contains about a dozen villages, and is said to have a population of 180,000 souls.

When approaching the place from the north as described in my last letter, we were not a little surprised to find awaiting us at the small hamlet of Shieigie a deputation of white-turbaned Afghans and Andalusis, full of them mounted, and ready to escort us into Aksu. But first we were to turn aside for a feast they had prepared of a slaughtered sheep, under shady trees, near sparkling fountains, with abundance of luscious fruit. Here we quaffed tea as we feasted early as I did amply justice to the wind set forth. Conversation also flowed freely in the course of which the Afghans said they had similarly gone out, not long before, to meet two others of my countrymen, namely, Mr. Carey, the greatest of English travellers in Chinese Turkistan, and Lieutenant Young, husband. The Adjutant also, who were passing subjects, informed me that for a traveller to come hither from Kashgar and Kucha by two Russian Convoys was an event that had not happened twice in a century. They said, however, that they said, to do for me all they could. As we

ingly, they all formed in procession, and at the head of the cavalcade I approached the top of the cliff from the edge of which Aksu comes suddenly into view. We descended into the town by a tenfoot gully and passed through narrow streets between astonished and gaping crowds to the house of Madamin Bai, a native *chahal* or elder, whose business it was to look after the local interests of Russian traders. His premises were large and commodious, with plenty of stable accommodation, or rather standing room, for our horses. My host's reception-room, too, was large and lofty, whilst to me were given his wife's apartments, that lady having taken her departure for a season. On the morning we took a ride round the town. It is said to contain 4,000 houses, some of them mounting up the sides of the surrounding cliffs, and there are in the town 500 Chinese, and 500 Dungan (Chinese Mahomedan) families. The rest are Turkish. Mounting to what was the fort, built during the Insurrection of Yakub Khan in place of an old Chinese citadel, we obtained a good view of the place with the river and adjacent gardens and rice fields, the verdure of which was in striking contrast to the parched appearance of other portions of the landscape. The houses looked poverty-stricken and crowded together, one or two mosques only rising above the low, dull level of the flat, earthen roofs. The bazaar, however, was full of men and women, not all of the latter being veiled. Our foreign appearance attracted attention and collected a crowd, amongst whom the Turkish element was respectful or timid; but not so the few Chinese whom we saw in the Turkish quarter. On looking into the shops there were seen both English and Russian goods; the English of fine quality (though I do not remember Chinese silk) and the Russian of cotton and Chinese silk. Twenty years ago, Aksu was said to be celebrated for its manufacture of saddlery and harness, its pottery, and raw hide jars called *dabbis*, for oil, butter, &c. Its tobacco also was considered the best in the country. All these, with cattle, and the shawl wool of Ush-Turkistan were exported to the neighbouring towns. Also at a still earlier date, lead, copper and sulphur mines were worked in neighbouring mountains, and coal, found in the hills (near Karabagh where there are hot sulphur springs) was brought into the town. Now, however, it seemed to me the trade of Aksu must have decreased, though I am without statistics on the point, but everything looked poor. In keeping with this it may be added that when on the morning of departure we wanted to exchange lumps of silver to the value of £2 for small coins for purchases by the way, the messengers declared that they had tried throughout the bazaar, but that no one possessed so much ready cash. I took early opportunity to send my card to the Chinese Tao-tai or General, the Governor of the district, who lived in the new fortified city, seven miles off. On arriving, the Tao-tai sent to say that he had "lost his father," which was said to be a polite way of saying that he was sick. I have never seen him, and we saw instead his Secretary. Our reception was conducted with ceremony, and we were taken to an inner audience-chamber and regaled with tea and pudding, with varieties. Business was then opened by my asking that the two men who accompanied me from Kucha might be sent back; next, that two Chinese might be given me as escort to Kashgar; and lastly, that I might be allowed to visit the local prison; all of which was granted. To the prison I went on the afternoon of the next day. One of the most horrible I have ever visited, says my diary. The room that called forth this note was a small one into which 23 men were crowded, the only furniture in it being long, wooden stocks, like those of Bokhara, to hold the prisoners' feet at night. The ventilation was by a hole in the roof, and the atmosphere was so close and hot that one could hardly breathe. Several prisoners wore the *cangus*, or wooden frame, about the neck, which is said to be rather a severe punishment than a punishment; and is supposed in China to carry no disgrace with it. The frame weighs on an average between 20 and 30 lbs., but I think I have seen one heavier at Kucha. It is made to rest upon the shoulders without chafing the neck, but is so broad as to prevent the wearer feeding himself except as in the case of the man at Kucha, by means of a long-handled spoon. The name, residence, and offence of the delinquent are written upon the *cangus* for the information of passers by, and the culprit is usually exposed in a public place. Besides the *cangus* we saw at Aksu two instances in which a wooden post six feet high, and perhaps eighteen inches round, was chained to a man's neck and ankle, so that, were he moved, this formidable companion, dragged or lifted by a cord from the middle had also to be carried. I distributed some tongs or small silver coins among the prisoners, and asked that they might be brought outside into the yard after which I was allowed to take several photographs, some of the poor wretches being almost without clothing, and all very miserable in appearance. But other abominations of a similar character awaited us at Kashgar. Kashgar is distant from Aksu about 300 miles, or a caravan journey of 16 days. Its Yungt Shar, or New Town, is the principal fortress in the Western portion of Chinese Turkistan. Here we observed in riding through its main street several Chinese shops and merchants. Here and there also might be seen Chinese or Mascha women, but they are comparatively rare, since most of the Chinese in Kashgar are soldiers or officials from China proper, who do not bring with them wives, the Turkish readily marrying their daughters for such periods as their Chinese husbands require them. The condition of the Kashgar women is extremely degraded. They outnumber the men in the proportion of more than six to one, so that fathers practically sell their daughters, even before the age of puberty, for from five to ten shillings each. So degraded is the condition of morals that I was told, seriously, by a European who had lived five years in Kashgar, that he knew many girls to have had so many husbands before they were capable of becoming mothers. The messenger who came from the Russian Consulate to meet me had only recently married a bride of twelve years old, and he was her fourth husband; whilst my own groom, "the receiving ass," for wages, must needs go and take a girl of twelve whom his father had selected for him, and wished him to marry, in order that after accompanying me to India he might have an inducement to return home again. This is what Mahomedanism is doing for Chinese Turkistan; for these so-called marriages and divorces are all performed and sanctioned by the Mullas.—N. C. Daily News.

(To be continued.)

"VICTOR SECOND"

We were training two horses for the Buckatowndown races. An old grey warior called Tricolor, whom the station boys insisted on calling "The Trickler," and a mare for the back race. Station horses don't get trained quite like Carlines; some days we had no time to give them their gallops at all, so they had to gallop twice as far the next day to make up. And one day the boy we had looking after the Trickler fell in with a mob of sheep, who told him we didn't know anything about training horses, and that what he had to do was to "gallop" twice as far as the horse galloped twice round the course. So the boy gave him a "twice" for his own

responsibility, and when we found out about it we gave the boy a twirl with the strap, and he left and took out a summons against us for assault. But somehow or another we managed to get the old horse pretty fit, and trying against backs of different descriptions we persuaded ourselves that we had the biggest certainty ever known on a race-course.

When the horses were galloping in the morning the kangaroo-dog Victor used nearly always to go down to the course and run round with them. It amused him apparently and didn't hurt any. He encouraged him because it kept him in good trim to hunt kangaroos. When we were starting the horses away for the meeting someone said we had better tie up the dog or he would be getting stolen at the races. We called and whistled but he had made himself scarce, and we started off and forgot all about him.

Buckatowndown Races. Red-hot day, everything dusty, everybody drunk and blasphemous. All the betting at Buckatowndown was double-event. You had to win the money first, and fight the man for it afterwards. The start for our race, the Town Plate, was delayed for a quarter of an hour, because the starter flatly refused to leave a fight of which he was an interested spectator. Every horse, as he did his preliminary gallop, had a string of dogs after him, and the clerk of the course came fully armed with a whip. By and by the horses strung across to the start at the far side of the course. They fiddled about for a bit, and then down went the flag and they came sweeping along all bunched up together, one making a nice position on the inside. All of a sudden we heard a wild chorus of imprecations—"Look at that dog!" "Watch the rascals and was running right in front of the field. It looked a guinea to a 3000-berry that some of them would fall on him. The owners danced and swore in awful style. What did we mean by bringing a something mongrel there to trip up and kill horses that were worth a paddockful of all the horses he had ever owned, or ever would breed or own, even if we lived to be a thousand? We were fairly in it and no mistake. As the field came past the stand the first time we could hear the riders swearing at the dog, and a wild yell of execration came from the public. He did not get right among the pack by this time and was racing alongside his friend The Trickler, thoroughly enjoying himself. After passing the stand the pace became very merry, and the dog stretched out all he knew, and when they began to make it too hot for him he cut off corners, and joined at odd intervals, and every time he made a fresh appearance the people in the stand lifted up their voices and swore cruelly as the boys phrased it. 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Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Gaelic, Thursday 22nd Dec.
Belgic, Saturday 23rd Jan, 1892.
Oceania (via Honolulu), Tuesday 10th Feb.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 21st inst., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00
To Liverpool and London, 325.00
To Paris and Bremen, 345.00
To Havre and Hamburg, 345.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months, \$337.50
12 months, \$393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

ALL PARCEL PACKAGES should be marked with address in full, and should be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 9th December, 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).
Empress of Japan, Tuesday, 1st Jan. 5th.
Empress of China, Tuesday, 1st Feb. 2nd.
Empress of India, Tuesday, 1st Mar. 2nd.

THE "EMPEROR OF JAPAN," 5,000 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 5th Jan, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO

Prepaid return

4 months

12 months

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, 255 383 394

Buff. Calgary, Altd., Winnipeg, Minn., 275 413 424

To Minneapolis, St. Paul, Duluth, Minn., 285 428 439

Chicago, Ill., Kansas City, Mo., St. Louis, Mo., Milwaukee, Wis., 295 443 454

Detroit, Mich., Cincinnati, Cleveland, Columbus, O., 305 458 469

Hamilton, London, Toronto, Ont., 315 473 484

Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., 325 488 499

New York, Albany, Troy, Rochester, N.Y., 335 503 514

Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool, 345 518 529

Paris, via Liverpool and London, 355 533 544

Havre, via Liverpool, 365 548 559

Bremen, 375 563 574

Hamburg, 385 578 589

2nd class steamer and 1st class on rail, and 1st class steamer and rail, also Steamer's Rates and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarkation at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
China, Tuesday 12th Jan.
City of Peking, Thursday 14th Feb.
City of Rio de Janeiro, Friday 26th Feb.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on TUESDAY, the 12th Jan., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., 325.00
To Liverpool and London, 325.00
To Paris and Bremen, 345.00
To Havre and Hamburg, 345.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months, \$337.50
12 months, \$393.75
Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

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RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO

Prepaid return

4 months

12 months

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Wash., Portland, Ore., San Francisco, 255 383 394

Buff. Calgary, Altd., Winnipeg, Minn., 275 413 424

To Minneapolis, St. Paul, Duluth, Minn., 285 428 439

Chicago, Ill., Kansas City, Mo., St. Louis, Mo., Milwaukee, Wis., 295 443 454

Detroit, Mich., Cincinnati, Cleveland, Columbus, O., 305 458 469

Hamilton, London, Toronto, Ont., 315 473 484

Buffalo, Niagara Falls, N.Y., Kingston, Ottawa, Ont., Montreal, Quebec, Que., 325 488 499

New York, Albany, Troy, Rochester, N.Y., 335 503 514

Baltimore, Md., Philadelphia, Pittsburg, Pa., Washington, D. C., Boston, Mass., Portland, Me., Halifax, N.S., St. John, N.B., Liverpool and London via Liverpool, 345 518 529

Paris, via Liverpool and London, 355 533 544

Havre, via Liverpool, 365 548 559

Bremen, 375 563 574

Hamburg, 385 578 589

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STEAMERS EXPECTED IN HONGKONG.

STEAMERS	FROM	DATE DUE	AGENTS
Beagle	London	Dec. 19th	Gibb, Livingston & Co.
Glenn	Singapore	Dec. 20th	Jardine, Matheson & Co.
Pathan	Singapore	Dec. 21st	Dodwell, Carill & Co.
Torington	Singapore	Dec. 21st	Siemssen & Co.
Lydia	London	Dec. 21st	P. & O. S. N. Co.
Wesley	London	Dec. 22nd	Jardine, Matheson & Co.
Castell	San Francisco	Dec. 23rd	O. & O. S. S. Co.
Canton	Bombay	Dec. 25th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION	VESSELS	AGENTS	DATE OF LEAVING
London, via Suez Canal	Beagle	P. & O. S. N. Co.	Dec. 24th, at noon
London, via Suez Canal	Glenn	Jardine, Matheson & Co.	Dec. 25th, at 4 p.m.
Marseilles, via Saigon, etc.	Pathan	Messageries Maritimes	Dec. 26th, at noon
Havre, etc., via Singapore	Torington	Dodwell, Carill & Co.	Dec. 26th, at 4 p.m.
New York, via Suez Canal	Lydia	D. Sassoon, Sons & Co.	Dec. 27th, at noon
New York, via Suez Canal	Wesley	Dodwell, Carill & Co.	About Jan. 5th
San Francisco, via Panama	Castell	O. & O. S. S. Co.	About Dec. 24th
San Francisco, via Panama	Canton	Pacific Mail S. S. Co.	Jan. 12th, at 1 p.m.
Calcutta, via Suez Canal	Beagle	Jardine, Matheson & Co.	Dec. 24th, at noon
Calcutta, via Suez Canal	Glenn	P. & O. S. N. Co.	Dec. 25th, at noon
Calcutta, via Suez Canal	Pathan	P. & O. S. N. Co.	Dec. 26th, at noon
Calcutta, via Suez Canal	Torington	Dodwell, Carill & Co.	About Dec. 24th
Calcutta, via Suez Canal	Lydia	D. Sassoon, Sons & Co.	About Dec. 24th
Calcutta, via Suez Canal	Wesley	Jardine, Matheson & Co.	Dec. 25th, at 4 p.m.
Calcutta, via Suez Canal	Castell	Messageries Maritimes	Dec. 26th, at noon
Calcutta, via Suez Canal	Canton	A. R. Marty	To-morrow, daylight
Calcutta, via Suez Canal	Beagle	Dodwell, Carill & Co.	Dec. 22nd, at noon

Intimations.

CARMICHAEL & CO., LTD.
WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS,
GENERAL STOREKEEPERS AND COMMISSION AGENTS.

CHRISTMAS DESSERT.
FINEST MUSCATEL TABLE RAISINS, FINEST JORDAN ALMONDS, TURKEY
and ELEPHANT FIGS, CHOCOLATE CREAMS, BONBONS and FANCY SWEETS,
CANDIED FRUIT, BUTTER SCOTCH, EVERTON TOFFEE and RUSSIAN TOFFEE,
PUDDING RAISINS, CURRANTS, CANDIED PEELS, ORANGE, LEMON, CITRON and
MIXED. Special XMAS-GIFT—Assorted Case One Dozen WINES and SPIRITS, \$10.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.
Hongkong, 17th December, 1891.

W. POWELL & CO.
SPECIAL SHOW
OF
CHRISTMAS NOVELTIES
SUITABLE FOR
USEFUL and ORNAMENTAL PRESENTS.
W. POWELL & CO.
Hongkong, 14th December, 1891.

KELLY & WALSH, LD.
ARE NOW SHOWING THEIR STOCK
OF
FANCY AND LEATHER GOODS.
SUITABLE FOR
CHRISTMAS PRESENTS.
KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 12th December, 1891.

ROBERT LANG & CO.
DRESS SUITS.
NEWEST MATERIALS, FROM \$30, SILK LINED.
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.
EVENING DRESS SHIRTS, latest style.
EVENING DRESS TIES and GLOVES.
EVENING DRESS & HOSE, SILK, THREAD, and MERINO.
EVENING DRESS SHOES and PUMPS.
Hongkong, 27th November, 1891.

CRUICKSHANK & CO., LD.
FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.
RESPECTFULLY INVITE INSPECTION OF THEIR VARIED STOCK OF
CHOCOLATES, SHORTBREAD, TOFFIES, &c.
SCOTCH HEATHER, HONEY, \$1 per bottle.
OUR SPECIAL LIQUEUR WHISKY.
BRANDY, BEAUTELEAU'S ***
ALE BASS' Read Bros, Bull's Head.
STOUT GUINNESS Read Bros, Bull's Head.
Hongkong, 5th December, 1891.

ORIZA-CREAM
WHITENS the SKIN, IMPROVES to it the TRANSPARENCY
and SMOOTHNESS of YOUTHFULNESS.
Destroys Wrinkles
L. LEGRAND'S
ORIZA PERFUMERY
Inventor of the GENUINE and successful preparation ORIZA-OIL
11, Place de la Madeleine, Paris
TO BE HAD OF ALL TRUSTWORTHY FIRM
HONGKONG TIMBER
YARD WANCHAI
ALSO ON HAND
L. MALLORY
Wholesale, 24th Jan, 1891.

G. FALCONER & CO.
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 48, Queen's Road Central, Hongkong.

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.
26—Alice Memorial Hospital.
27—Anderson, G. C., Capt.
28—Do.
29—Arnold, Karberg & Co.
30—Bellios & Co.
31—Bellios, E. R., Kingsdene.
32—Bellios, E. R., The Eyrie.
33—Butterfield and Swire.
34—Do.
35—Candle, Dr. J., Victoria Peak.
36—Central Station.
37—C. Borneo Co., Ltd., S. S. M., Bowington.
38—China Mail.
39—China Sugar Refinery, Topy Office.
40—Do.
41—Carlson & Co.
42—Cowie, Dr. Alex.
43—"Daily Press."
44—Dakin Bros. of China, Ltd.
45—Dodwell, Carill & Co.
46—Douglas Laprak & Co.
47—E. A. and China Telegraph Co., Ltd.
48—Foster, T. F.
49—Gibb, Livingston & Co.
50—Government House.
51—Government Civil Hospital.
52—Great Northern Telegraph Co., Ltd.
53—Hartigan, Dr. Wm., Queen's Road.
54—Candle, Dr. J., Queen's Road.
55—Cowie, Dr. Alex., Queen's Road.
56—Holliday, Wise & Co.
57—Ho Tung, Praya Central.
58—Do.
59—Hongkong and Whampoa Dock Co., Ltd.
60—H. & W. Dock, Aberdeen.
61—The Hongkong Hotel, Public Telephone.
62—H. K. Wharf & Godown Co., Ltd.
63—Hughes, E. J.
64—Hughes, E. J., Residence.
65—Imports and Exports Office.
66—Jardine, Matheson & Co., Kerosene Gdn.
67—Jordan, Dr. G. P.
68—Jordan, Dr. G. P., Residence.
69—Linstead & Davis.
70—Macintosh, E., Residence.
71—Millar, Marti y Millars.
72—Mount Austin Hotel.
73—Peak Hospital.
74—Peak Hotel & Reading Co., Ltd.
75—P. & O. S. N. Co.
76—Ray, E. C. Residence.
77—Ray, E. C.
78—Sandford, A., Agent.
79—Sallora's Home.
80—Scott, H., Residence.
81—Scottish Oriental S.S. Co., Ltd.
82—Stevens, Geo. R., & Co.
83—Stevens, Geo. R., Residence.
84—The Hongkong Electric Co., Ltd.
85—The Hongkong and Shanghai Bank.
86—The "Hongkong Telegraph" Office.
87—The "Victoria Hotel" Co., Ltd.
88—Watson, A. S. & Co., Ltd.
89—Wickham, W. H.
90—Woo Kee.
91—Yuen Fat Hong.
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W. STUART HARRISON,
Manager.
Hongkong, 28th September, 1891.

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